



Parks and Recreation Programming Master Plan

7.4 Streetscape Beautification

The seven thoroughfare roads identified for streetscape improvement may be divided in four types of upgrade. Descriptions with supporting illustrations of each of these follow.

Major thoroughfare with no direct business access (Highway 183)

As mentioned earlier, the future upgrade of Highway 183 provides the unique opportunity to enhance the City's image and to add value by promoting the City and what it has to offer. However; it is of extreme importance that the utmost care be taken to complete the road upgrade in a sensitive and thoughtful manner.

Highway 183 runs for a distance of 1.7 miles through the City of Hurst. On the west section a distance of 0.7 miles is dedicated to multi-use to the north and retail to the south. This leaves a stretch of 1.0 mile that is currently bordered by residential development. For purposes of the image of Hurst, it is of the utmost importance that this 1.0 mile stretch always be dedicated to residential and parkway development. Ideally, this section would include no frontage road following the completion of the widening project.

Having the 1.0 mile stretch aligned with ample tree lined parkways (either local residential connectors or frontage roads) will offset the multi-use area as a true gateway into Hurst. In fact, the uniqueness of Hurst lies in its ample tree cover and tree-lined streets. That is the first impression that tells the visitor that Hurst is a City that values quality of life. The worst scenario would be a continuous strip of retail/commercial development along the service roads, making it hard to distinguish Hurst from any other city in the Dallas-Fort Worth area.

In order to keep the edge of Highway 183 at a human scale, the frontage roads must be no more than 2 lanes on each side of the highway. The road corridor should be kept as narrow as possible. This may be achieved by vertical concrete walls where possible to differentiate between the highway and the frontage roads (not unlike stretches of Highway 75 where it traverses the City of Dallas between Mockingbird Street and Knox-Henderson). A sunken stretch of highway corridor would allow unimpeded visual access across Highway 183, thus assisting with a united view of Hurst. Other streetscape improvements should include wide and landscaped hike and bike pedestrian bridges (minimum 20' wide) and fourteen-foot wide hike and bike walkways added to the existing vehicular bridges.

It is further recommended that the City seeks collaboration with neighboring cities that will also be impacted by the widening of Highway 183 in order to negotiate an acceptable landscape improvements and beautification.

Major Thoroughfares

The future road upgrade is to be done in a sensitive and thoughtful manner.

The uniqueness of Hurst lies in its ample tree cover and tree lined streets.

The edge of the Highway must be kept at a human scale.



Parks and Recreation Programming Master Plan

Major thoroughfare with direct business access

(Highway 10, Harwood Road, Highway 26 and the middle section of Precinct Line Road, between Bedford-Eules Road and Highway 26).

Proposed streetscape beautifications for these areas may be described as follows:

In scale with the 160 feet, 130 feet and 120 feet wide right-of-ways respectively, the streetscape beautification should include a minimum right-of-way of 8' wide sidewalks with a row of trees between the sidewalk and the street, a row of trees with planting beds between the sidewalk and the adjacent landuse and trees in the medians. No on-street parking is recommended.

Adequate pedestrian crossings must be provided at all intersections by including elements such as brick paving, light features, benches and trees for shade.

Roads associated with multi-use

(Pipeline Road and Bedford-Eules Road)

Multi-Use Overlay Districts

The City of Hurst is at present considering mixed use overlay districts for a number of areas particularly along Pipeline Road. The purpose of a mixed use district is defined as follows:

“To encourage pedestrian friendly, mixed use corridors that have a required above-grade residential or office component, accommodate a range of compatible land uses through appropriate site design, and have a variety of housing types among neighborhood-serving commercial and institutional uses and employment.”

In a Technical Memorandum by Kimley-Horn Associates, a strategy for the redevelopment of Pipeline Road describes how such a multi-use overlay district may express itself in a street design. This document forms the starting point of our proposal for a streetscape improvement plan for roads associated with multi-use districts.

The following pages provide Halff Associates' recommendation and visual interpretation of how such a Multi-use Development may be done along Pipeline Road over a three-phase period.



Parks and Recreation Programming Master Plan

Recommended Phased Multi-use Development along Pipeline Road:



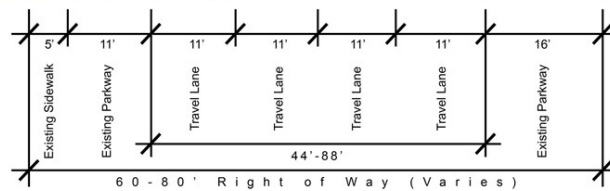
Existing site image



Existing conditions: Note the visual clutter due to the multitude of utility lines and signage boards.

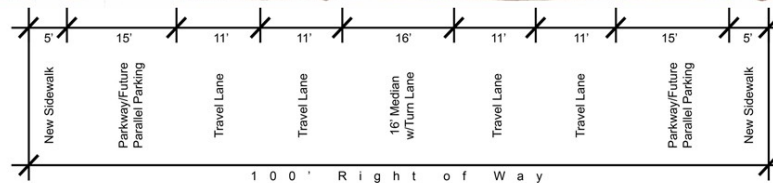


Parks and Recreation Programming Master Plan



Existing Condition:

- Right of Way: 60 – 80 feet
- Roadway: 44 – 88 feet wide

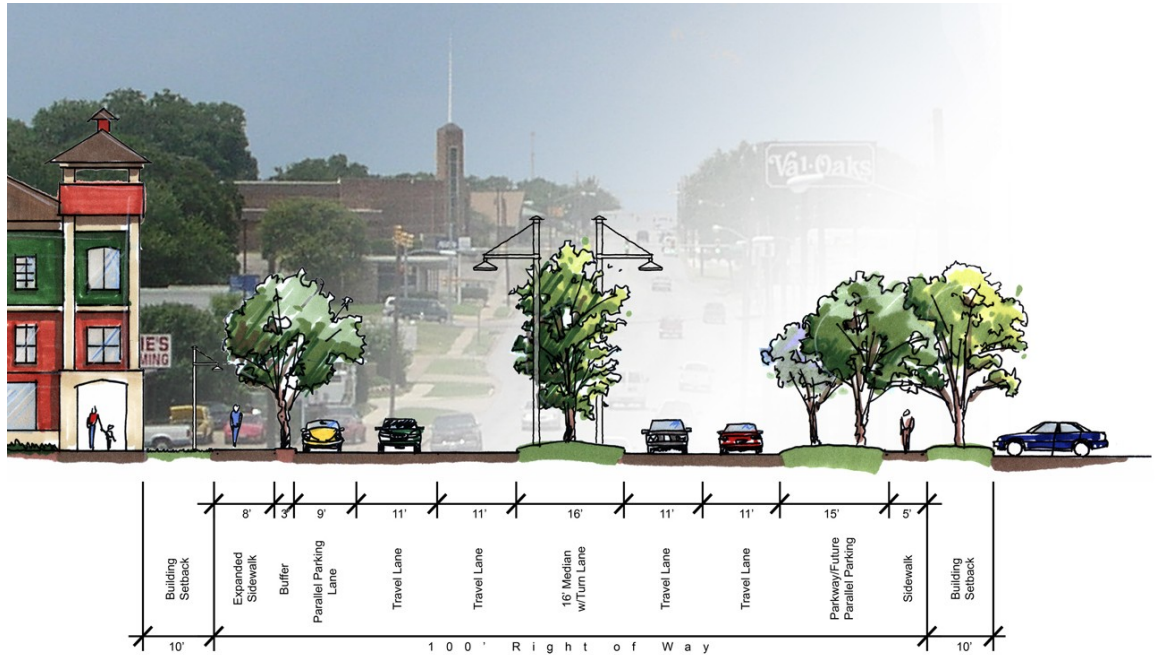


Phase 1:

- Secure 100 feet right-of-way
- Relocate overhead utilities and place underground
- Create median
- Add 5 feet wide sidewalks
- Plant trees along sidewalks and in median

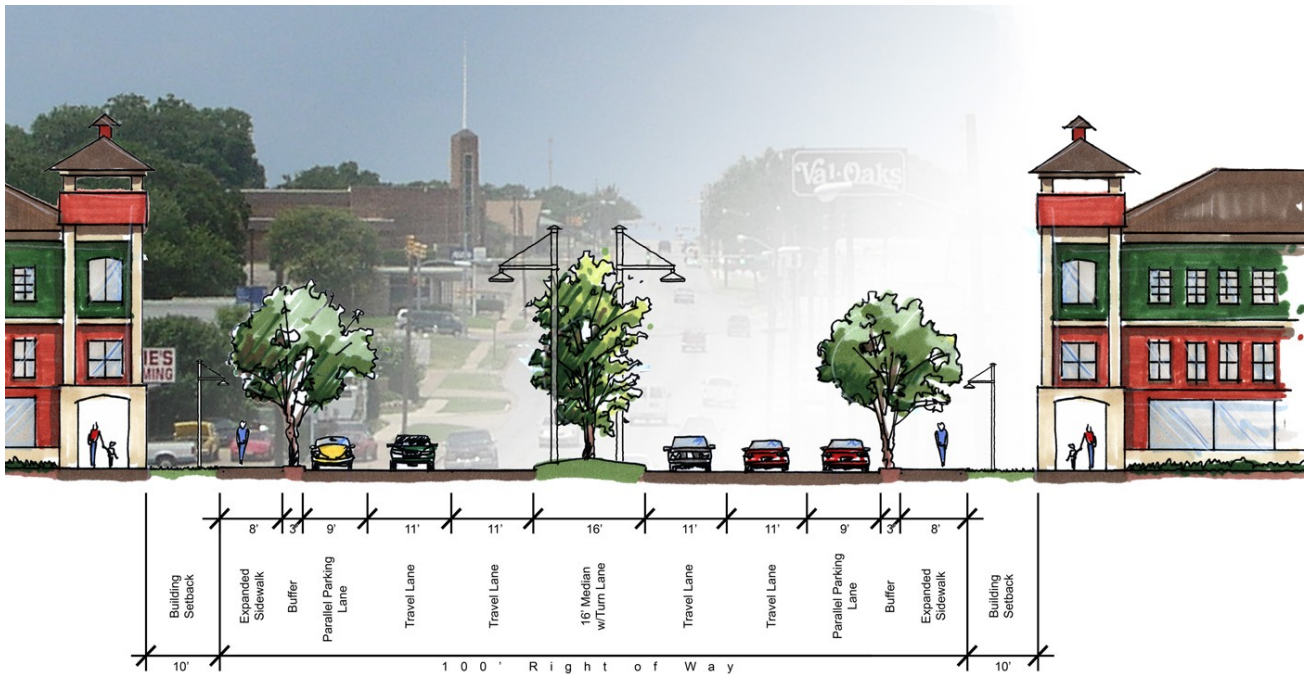


Parks and Recreation Programming Master Plan



Phase 2:

- Construct multi-use buildings
- Create on-street parallel parking
- Widen sidewalks to 8 feet
- Add street lighting
- Add custom street paving treatment

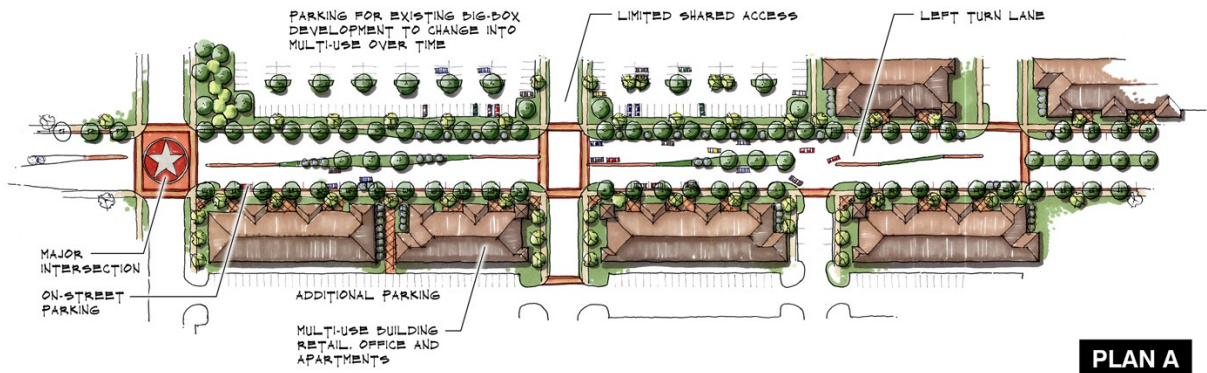


Phase 3:

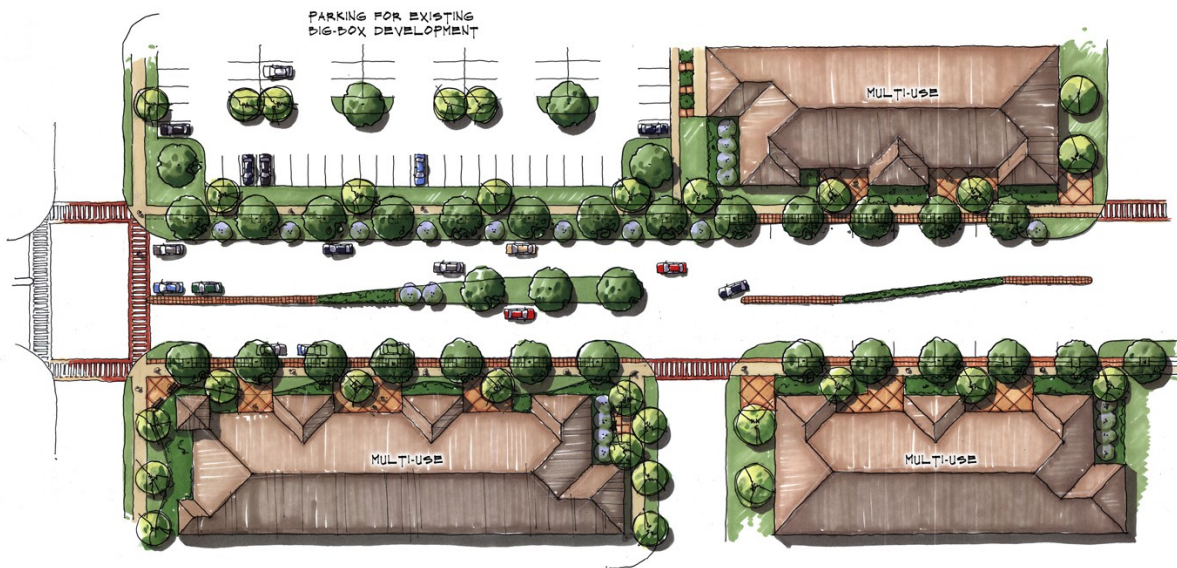
- Complete multi-use infill along the entire stretch of Pipeline Road



Parks and Recreation Programming Master Plan



PLAN A



PLAN B

Half Associates' recommendation for multi-use development along Pipeline and Bedford-Eules Roads.

Roads associated with single-family housing

(Southern section of Precinct Line Road; Bedford-Eules Road to Highway 10)

Single-Family Areas

Here the aim is to preserve the current tree lined street and to promote pedestrian access along Precinct Line Road to and from important institutional and public destinations. Where possible, the sidewalk should be widened to 8 feet on both sides of the road. Care must be taken to provide a buffer of at least 3 feet between the back of curb and the sidewalk. Dedicated pedestrian crossings with custom pavement treatments and light features should be provided at the Library, the Hurst Community Park, West Hurst Elementary School and toward Donna Park Elementary School.

The aim is to preserve the current tree lined street and to promote pedestrian access.



Parks and Recreation Programming Master Plan

Added to the pedestrian friendly approach, it is important to add traffic calming and slowing devices, (e.g. custom pavement treatments), light fixtures and additional trees along the entire length of the southern section of Precinct Line Road.

Creek Crossings

Extra care should be taken at the creek crossings to provide overviews and resting places.

Even though the creek crossings are mostly concrete lined, people still find it compelling to look up and down the creek bed. In addition, large trees with shade are typically associated with the presence of creeks.

Street Beautification in General

Provide overviews and resting places to creek crossings.

Roads through Parks

The roads that are provided in the various City parks have an entirely different purpose than the City streets and thoroughfares. Because of short distances, the motorist's attention on the park and the different modes of transport, including bicycling and walking, the speed limit is typically much lower. This provides the opportunity to create an entirely different experience to the road user including a winding road alignment and no curb and gutter. The latter creates a definite edge with a strong urban image. A soft road shoulder however, adds to friendly, almost rural park.



Beautifully conceived road through Chisholm Park; the freedom of no easement restriction allowed the park designer to create a pleasing experience for the motorist, bicyclist and pedestrian with a roadway that does not distract from the character of the park.

City Image and Branding

City gateways, road intersection monuments and signage are elements that define the image of cities and assist in organizing cities in terms of direction and sense of place. A document describing how branding can contribute to the image of the City of Hurst, is provided through the City Planning and Development Department.